## Production of Building Materials

339 In connection with the reconstruction work being carried out in 185 the Ukraine, the production of building materials is extremely important. The Five-Year Plan lays down that the pre-war production of bricks is to be increased by 50 per cent. of tiles, by 170 per cent. of lime, by 120 per cent., and of gypsum by 190 per cent. The Plan also states that

> "Plants for the production of building materials - including cement, glass, brick, lime, and tile works, plants producing metal fixtures, prefabricated houses, building sections, plumbing fixtures, roofing materials and high tensile gypsum - shall be restored or built and stable local fuel and power supplies created for the building material plants."

The Ukrainian output of cement in 1950 is expected to be 2,065,000 tons as compared with 10,500,000 tons for the entire U.S.S.R.

[323] Under the jurisdiction of the Republic and local authorities there are to be put into operation in the years 1946-50 glass works with a capacity of 11-33 million square feet of glass, brick kilns with a capacity of 9 million bricks, and rolling mills and other building material plants.

## Transport

727 The war and the occupation brought great devastation to the 489 transport system of the Ukraine. The greater part of the railroads were partially or completely destroyed, and many hundreds of railway bridges demolished. The port of Odessa on the Black Sea was systematically destroyed - piers, warehouses, elevators, floating cranes, and power supply. The Dnieper-Bug Canal, the only water outlet towards the west, was made impassable by the Germans, who destroyed the sluices, wrecked bridges, sank boats in midstream, and choked the canal with mud.

185 The Five-Year Plan, 1946-50, provides for the complete rehabili- 489 tation of Ukrainian transport. Railway lines and junctions, and locomotive and car repair works are to be fully restored. A number of railway lines are to be electrified; and west of the Dnieper several narrow gauge lines are to be constructed for closer connection of sugar beet growing areas with sugar refineries.

185 To alleviate the difficult situation in rail transport, motor 489 roads are to be rebuilt and extended. The Moscow-Kharkov highway is 494 to be rehabilitated and improved, and additional motor roads are to be built to connect towns of the Ukrainian S.S.R. with the towns of the North Caucasus and the Crimea. By 1950 the tonnage of freight transported by road should be 16 times the pre-war volume. The number

U
185
489 of road passengers should increase 7½ times; and the number of buses,
494 by 3,000.

U The Five-Year Plan also provides for the expansion of river and
185 sea traffic. Small rivers are to be extensively adapted for navi-
489 gation, and will also be utilized for local hydro-electric power
503 supplies. Shipbuilding yards are to be rebuilt, and the tonnage of river and sea traffic is to be considerably increased. The freight turnover on small rivers of the Ukraine in 1950 is fixed by the Five-Year Plan at 450,000 metric tons.

Pre-War Traffic

U In 1937 the Ukrainian railways handled 313.1 million metric tons
489 of loads, as compared with 165.7 million in 1932. The river transport carried 7.7 million tons (4.7 million in 1932), while in the same year Ukrainian seaports handled 8.6 million tons as against 6.5 million tons in 1932.

SU The U.S.S.R.'s system of rail transport is perhaps the weakest
497 link in the Soviet economy. In 1937 the railway network of the entire
U Soviet Union amounted to only 86,400 kilometres (83,400 kilometres in
497 1933). The construction of additional lines had by no means kept pace with the expansion of industry and agriculture. The Ukraine in 1937 had some 14,400 kilometres of railway lines; and traffic loads in that year amounted to some 313.1 million metric tons. The inadequacy of the system if compared with other European countries is marked. For example, in France (the area of which was approximately equal to that of pre-war Ukraine) the length of the principal lines open for traffic on January 1, 1938, was 42,000 kilometres.

U The war has greatly disrupted Ukrainian rail transport. Locomotives,
727 rolling stock and tracks were heavily damaged or destroyed. The
497 problem of rehabilitation is especially serious, because the lack of adequate transport facilities hinders other rebuilding projects. The locomotives and cars taken as reparations from Germany, being chiefly of narrow gauge, are consequently of no use on most existing Soviet tracks.

Production of Long Distance Locomotives

U Before the war the output of long distance locomotives in the
397 Ukraine was as follows.